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eight members of Council instead of four. If this were adopted, the Council of the City of London would consist of 122 councillors and 20 aldermen—an addition altogether of five to the existing County Council. And they properly propose that the distribution of members to districts should be subject to periodical revision, and of

sanction of the Local Government Board. The report proposes that the reformed City of London should succeed, except in details, to all the powers, privileges, and functions of the historic City and of the County Council, that the new council should elect a Lord Mayor from the citizens of London: that he should have the same rank and

be admitted by the same ceremony (let us trust this does not mean a Lord Mayor's Show in perpetuity, but of course it leaves it open); that he should be the titular (but not the acting) chairman of the council; that "he should exercise and enjoy all the personal rights, offices, dignities, and privileges which belong to the Lord Mayor of the

Old City by custom, charter, or law." The Commissioners do not agree that the Lord Mayor should be Lord Lieutenant and Castles Rotundum; but they would empower the council to appropriate such sums as it thinks fit for the expense of the office. Practically, as far as concerns the personnel of the new

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this mighty city Lord Rosebery, Sir John Lubbock, the Duke of Westminster, or John Baring. The only serious change proposed is that the new Council should have a town clerk, a salaried permanent officer, as head of the staff, in lieu of an elected member of the council. And in this the Commissioners have shown undoubted wisdom.

The real *core* of the problem, and the side of it wherein the report most decidedly exhibits its statesmanlike decision, is the question of re-organizing the new corporation with the subordinate local authorities. The wise principle is laid down "that everything possible should be done to maintain the strength, authority, and dignity of

the local bodies of London." Everything is to be left to the local authorities that can be administered by them with equal efficiency; even leasing, in case of doubt, to the local bodies. And this wise principle is worked out in detail in the report. The Commissioners in effect continue to the new Council all the powers and duties now

possessed by the County Council over the whole county under the Act of 1858, and also all the powers and duties possessed by the Old Corporation and the Commissioners of Sewers within the Old City. At the same time they suggest that some reconsideration should be given to both branches of functions, in order to ascertain how far

any of them can be well exercised by local authorities. And the new City of London would also succeed to such general powers of the Old City as relate to markets, bridges, and the port of London. In effect, the new reformed Corporation would have all the powers, duties, and functions, property and rights of the London County Council.

The most arduous adjustment of all, that between the new City of London and the functions and property of the Old Corporation, has received

"The" is, "tion for" "de about" "dick every student with the Sand "dekino" —being the

outside informants to make up the City Budget. But the able work of Mr. Gomme, statistical officer of the London County Council, and other witnesses enabled the Commissioners to make for themselves that financial statement of the City's treasury which the Corporation so unwisely and perversely withheld. Most persons will be sa-

lished to learn that the Old Corporation, which is popularly supposed to be in possession of vast resources, has so heavily encumbered them, and has incurred a municipal debt on such reckless and unexampled terms, without a sinking fund, that the surplus of revenue over obligations is very doubtful indeed. If the Old City were now com-

pelled to secure its debt by the obligation for repayment, like other corporations, it would have a sorry balance to show. The net revenues of the markets, about £120,000 per annum, would barely suffice to discharge the debt (£2,684,000) upon them. The bridges are in much the same condition. The general estates of the City are said to

produce a net annual revenue of £180,000, with a charge on them of £780,000 of debt. The OM City, if not bankrupt, as has been loudly asserted by financiers who have minutely studied its position, will be able to show hardly any revenue clear of all liabilities. Such as it is, the Commissioners propose that it should be transferred to the

new City of London together with Guildhall, Mansion House, and the City schools, but saving some small recompense in respect of local charities and foundations.

In the absence of full official information, as represented by the Old City, it was not possible for the Commissioners to frame an exact

budget under their amalgamation scheme; but there is little ground to hope that, when all is settled between the Old and the New London, there would be any appreciable relief to the ratepayers, perhaps a deficit of a halfpenny in the £4, and this hope is still further diminished by the precarious nature of the receipts from markets in

The control of the Old City. But whether the City in strict liquidation will be able to show a striding surplus revenue or a deficit, it is plain that its property, revenues, rights, and obligations must go to the New City for better, or worse. An elaborate scheme of adjustment is worked out in the report, with the forethought and ingenuity

that may be looked for from the high reputation, as a financier, of Mr. Courtney, and the great official experience of Lord Farrer.

Having dealt with the questions of property of the Old City, the report examines in turn a series of subordinate questions, such as the management of institutions and foundations, the representation

of the City in various foundations and trusts, all of which would naturally pass, under the existing conditions and with the actual powers, to the New London, and would continue without breach of sequence. So, too, the Lord Mayor of New London would succeed to all the ceremonial functions of the historic Lord Mayor, so as to maintain

tain "in the future all the useful and many of the
statutory traditions of the past"—and *quere*, if
this involves the Gog and Magog business? And
amongst these privileges would be the right
of access to the Sovereign, and the presentation
of petitions at the Bar of the House of Commons.
Little need be said about the recommendations of
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The Commissioners as to the officers of the Old and New City, as to sheriffs, magistrates, law courts, livermen, the customs of London, ecclesiastical patronage, and the Irish Society. None of these details offer any real difficulty. They are all treated in the report in a practical and eminently conservative spirit, making no essential change.

and adjusting the old to the new without recourse to innovation. The sheriffs would be appointed by the New City under the Act of 1862; the Old City would cease to be a county; and the Mansion House and Guildhall Justice-rooms would ultimately become metropolitan police courts. The report recommends that the Recorder of London be appointed by the City.

The Government, the Council, and London may like to be congratulated on at last having secured a system which is complete and

London has at least, after 66 years of expectation, obtained all that it could fairly demand, in the way least adapted to rouse the jealousy or to hurt the legitimate pride of the Old City with all its centuries of historic memories.

The Lusania reached Queenstown on 14th September, making the passage from New York in 8 days 10 hours and 35 minutes. The Lusania's days' runs were:—447, 512, 494, 514, 506, and 337, making a total of 2810 knots, her average speed being 21.94

notes. The singular feature of the trip was the fact that the Lucania's time for both eastward and westward voyages was identically the same, namely, 34 days 8 hours and 38 minutes, but on the present eastward trip she covered 23 miles more than on the record-breaking trip last month. The Lucania by her present performance firmly establishes her position as queen of the seas, having crossed the ocean in 34 days 8 hours and 38 minutes.

both directions in less time than any other boat. She holds the highest average of hourly speed on record, 21.69 knots, made last June, and her 500 knots covered in one day is still the record for the longest day's run.

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